

FUND STATEMENT (County Contribution)¹

Fund Type G30, Capital Project Funds

Fund 309, Metro Operations and Construction

	FY 2002 Estimate	FY 2002 Actual	Increase (Decrease) (Col. 2-1)	FY 2003 Adopted Budget Plan	FY 2003 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
Beginning Balance	\$9,078,340	\$9,078,340	\$0	\$4,452,324	\$16,562,358	\$12,110,034
Revenue:						
Sale of Bonds ²	\$4,918,523	\$13,895,000	\$8,976,477	\$12,154,147	\$0	(\$12,154,147)
Total Revenue	\$4,918,523	\$13,895,000	\$8,976,477	\$12,154,147	\$0	(\$12,154,147)
Transfer In:						
General Fund (001)	\$11,450,844	\$11,450,844	\$0	\$12,272,714	\$12,272,714	\$0
Contributed Roadway Impr. (301)	0	0	0	110,000	110,000	0
Total Transfer In	\$11,450,844	\$11,450,844	\$0	\$12,382,714	\$12,382,714	\$0
Total Available:	\$25,447,707	\$34,424,184	\$8,976,477	\$28,989,185	\$28,945,072	(\$44,113)
Expenditures:						
Operating Expenditures (001)	\$10,109,034	\$9,583,487	(\$525,547)	\$10,947,290	\$11,472,837	\$525,547
Capital Requirements (G.O. Bonds)	9,450,925	6,842,915	(2,608,010)	16,606,471	13,906,471	(2,700,000)
Total Expenditures	\$19,559,959	\$16,426,402	(\$3,133,557)	\$27,553,761	\$25,379,308	(\$2,174,453)
Transfer Out:						
County Transit Systems (100)	\$1,435,424	\$1,435,424	\$0	\$1,435,424	\$1,435,424	\$0
Total Transfers Out	\$1,435,424	\$1,435,424	\$0	\$1,435,424	\$1,435,424	\$0
Total Disbursements	\$20,995,383	\$17,861,826	(\$3,133,557)	\$28,989,185	\$26,814,732	(\$2,174,453)
Ending Balance	\$4,452,324	\$16,562,358	\$12,110,034	\$0	\$2,130,340	\$2,130,340
General Fund	\$0	\$525,547	\$525,547	\$0	\$0	\$0
Bond Funds ³	4,452,324	16,036,811	11,584,487	0	2,130,340	2,130,340
Unreserved Balance	\$0	\$0	\$0	\$0	\$0	\$0

¹ This Fund Statement has been revised to reflect only revenues, expenditures, and transfers included in the Fairfax County budget for Metro-related requirements. Please refer to the Fund Statement published in the Fund 309 narrative of the FY 2003 Adopted Budget Plan for a detailed description of all funds, including State Aid, Gas Tax, and all other funding sources utilized for Metro-related requirements.

² The sale of bonds is presented here for planning purposes only. Actual bond sales are based on cash needs in accordance with Board policy. On November 3, 1992, the voters approved a \$50 million referendum for Metrorail construction expenses. All remaining bonds pertaining to this sale have been issued and allocated to Metro's Infrastructure Renewal Program and Dulles Corridor transit projects as directed by the Board on March 8, 1999. Future bond funds needed to support the IRP will be sold from 1990 Transportation Improvement Bonds.

³ This balance is programmed for the Infrastructure Renewal Program (IRP) at WMATA.